TRCC

TRAFFIC RECORDS COORDINATING COMMITTEE

Strategic Plan

FY2016 – FY2020
(updated 5/12/15)

General Information

Emphasis Areas

Priorities

Appendix

Traffic Records Coordinating Committee (TRCC)

In Michigan, the traffic data systems that make up a comprehensive traffic records system are located in multiple state departments. It is essential, therefore, that the operation and management of these systems are coordinated to ensure that the crash data is accessible, timely, accurate, complete, uniform and integrated for all users within the State.

Prior to 1994, coordination of these systems took place through an interagency work group that met every other month. In 1994, this work group was absorbed into the Michigan Traffic Safety Management System becoming the Data Action Team (DAT), one of 13 action teams created within this system. Membership within the DAT expanded to include traffic safety data users from across the state. This expansion changed the role of the DAT from strategic to operational. Recognizing the need to continue coordination of these data systems at a strategic level, an executive level group continued to meet separate from the DAT. These two groups were combined to create Michigan's Traffic Records Coordinating Committee.

In 2002, the Michigan State Safety Commission and the Michigan Traffic Safety Management System were combined to create the Governors Traffic Safety Advisory Commission (GTSAC). The Traffic Records Coordinating Committee continues to serve as an action team within the GTSAC structure and has responsibility for addressing traffic crash record issues within the state.

In Michigan, TRCC membership is made up of any group, agency or individual who has an interest in, and can provide to other members, a perspective needed to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic records. While Memorandum of Understandings (MOUs) exist between member agencies, TRCC membership is voluntary and can be subject to change at any point. The TRCC has no authority to set policy, establish rules, or otherwise impose its authority on any group, agency or individual. Work groups and technical committees are established based on current projects, activities and/or issues at hand. The full TRCC (executive and technical committees) currently meets on an annual basis.

Within the TRCC is an Executive Committee that provides leadership to the larger, full TRCC. The Chair of the TRCC is also a member of the Executive Committee and is rotated among the Executive Committee membership on an bi-annual basis. The TRCC keeps the GTSAC apprised of TRCC activity, projects and/or accomplishments through reports at the bi-monthly GTSAC meetings. The Executive Committee is comprised of a representative from the Michigan Department of State Police – Criminal Justice Information Center, Michigan Department of State, Michigan Department of Transportation, Michigan Department of Health and Human Services – EMS Office, Michigan State Courts Administration Office, the Michigan Office of Highway Safety Planning, and the Michigan Department of Technology, Management, & Budget. The TRCC Executive Committee currently meets on a quarterly schedule.

The TRCC Charter can be found in the Appendix Section - Appendix A.

Traffic Records Assessment

In 2004, 2009, and again in 2014 the Office of Highway Safety Planning (OHSP) requested that the National Highway Traffic Safety Administration (NHTSA) facilitate a statewide, comprehensive traffic records assessment. NHTSA proceeded to assemble a team of traffic records professionals representing the various disciplines involved in a state traffic records system. Concurrently the OHSP carried out the necessary logistical and administrative steps in preparation for the online assessment via the State Traffic Records Assessment Program (STRAP). A team of professionals with backgrounds and expertise in several component areas of traffic records data systems (crash, driver/vehicle, roadway, enforcement and adjudication, and EMS and trauma data systems) conducted the assessment.

The scope of the traffic records assessment included all of the data systems comprising a traffic records system. The purpose of this assessment was to determine whether Michigan's traffic records system is capable of supporting management's needs to identify the state's safety problems, to manage the countermeasures applied to reduce or eliminate those problems and to evaluate those programs for their effectiveness.

The 2014 Traffic Records Assessment Executive Summary can be found in Appendix B.

Strategic Planning

A comprehensive Traffic Records Strategic Plan should define a system, organization, and process for managing the data and attributes of the roadway, drivers, passengers and vehicles to achieve the highest level of highway safety by integrating the work of disciplines and agencies involved. **Simply put, a strategic plan identifies where the organization wants to be at some point in the future and how it is going to get there.** The "strategic" part of any planning is the continual attention to current changes in the organization and its external environment, and how this may affect the future of the organization and its established goals.

In order to manage this complex system and to achieve the level of integration necessary to meet the highest levels of safety, 4 key assumptions must be understood:
1. An organizational structure exists that will allow for the integration of the agencies involved in highway safety.
2. A formal management process is in place that will coordinate the activities of these agencies in a manner that will efficiently achieve the stated goals, mission and vision.
3. The planning process is at least as important as the planning document(s) itself
4. The planning process is never "done" – it's a continuous cycle

This strategic plan is a multi-year plan which will be updated annually and/or as needed. The strategic plan was developed to address the timeliness, accuracy, completeness, uniformity, integration and accessibility of all traffic related data and systems and to provide the mechanism to ensure the expenditure of safety funds are done so with these elements in mind.

Vision
All roadway users arrive safely at their destinations.

Mission
Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash data and systems to enable stakeholders and partners to identify countermeasures to address traffic safety issues.

Goals
- ❖ Maintain a comprehensive TRCC composed of members from the traffic safety community whose purpose is to jointly set the direction and future on matters related to Michigan traffic record systems and data.
- ❖ Benchmark and measure the timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic data that is needed to identify priorities for national, state and local traffic safety programs.
- ❖ Facilitate and coordinate the linkage of systems within the state, such as systems that contain crash related medical and economic data, with traffic crash data.

Measures of Impact and Evaluation
In developing and implementing strategies to address each of the emphasis areas, the TRCC will determine the level of impact and success of efforts and resources expended:
- ❖ Secure baseline data from relevant sources to determine the current 'Crash Picture' for the state.
- ❖ Develop and determine priorities and programming based on critical data analysis and potential emerging safety issues.
- ❖ Develop relevant measures of activity and impact, and gather and use such data as the basis for new program development and requests for traffic records funding.

An annual report will be prepared to provide information on the status of all funds awarded under Section 405-c including the list of projects implemented in the past fiscal year, brief descriptions of activities completed and any problems encountered.

Emphasis Areas
To support the mission, vision and goals of the strategic plan, information was utilized from the 2014 Traffic Records Assessments and through TRCC general and executive level meetings and from other State, Local and Federal safety partners at various meetings, forums and conferences. In addition, the generally accepted "E's" of traffic safety (Engineering, Enforcement, Education and Emergency Medical Systems) were considered in establishing emphasis areas. This plan outlines the high level activities and projects that provide a long term (5 year) direction of traffic records data and systems in Michigan in the following areas:
- ❖ Crash
- ❖ Citation/Adjudication
- ❖ Vehicle/Driver
- ❖ Injury Surveillance System Components
- ❖ Roadway
- ❖ Data Use & Integration
- ❖ TRCC
- ❖ Strategic Planning

Summary of Accomplishments

Following FY16, this section will contain brief summaries of annual accomplishments of each traffic records emphasis area. Further detailed and updated information will be provided in subsequent sections of the strategic plan.

Crash

Citation

Vehicle/Driver

Injury Surveillance System Components

Roadway

TRCC

Miscellaneous

CRASH

Recommendation: 1 of 3
Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory

Deficiency Identified:
There does not currently exist formal process flow diagrams (or a narrative description) documenting key processes governing the collection, reporting, and posting of crash data, to include the submission of Commercial Motor Vehicle (CMV) crash data to SafetyNet.

Strategies:
Create formal process flow diagrams to outline accurate and up to date documentation detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data, to include Fatality Analysis Reporting System (FARS) and CMV data.

Accomplishments: (to be updated annually)

Project Name	Establish Process Flow Diagrams for Processing Crash Data						
Priority (select one)				Medium			
Status (select one)		Planned					
Lead Agency	Michigan State Police						
Project Description/Purpose	Define and establish formal process flow diagrams for processing crash data.						
Partners	MSP – CJIC Traffic Crash Reporting Unit (TCRU)						
Performance Measure (select all that apply)		Accuracy	Completeness	Uniformity			
Website	None						
Project Director	Sydney Smith						
Address	333 S. Grand Ave.						
Phone	517-241-1750						
E-mail	Smiths57@michigan.gov						
Agency	MSP						
Impact/Results	The documentation of key processes in the crash data life cycle would complete the quality control documentation and serve as a template for other states.						
Start	10/1/15						
End	9/30/20						
Funding Source	N/A						
Cost	N/A						
Project Benchmarks	Formal process flow diagrams and/or narrative descriptions						

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory

Deficiency Identified:

The Crash System does not have interfaces with the Citation/Adjudication System, or the Injury Surveillance System.

Strategies:

Interfaces have been established for the Driver, Vehicle and Roadway Systems. As part of Michigan's Data Linkage Project, work to develop a roadmap and timeline for establishing interfaces for the Citation/Adjudication System and the Injury Surveillance System. This recommendation will be included as part of the data linkages that are being identified in Michigan's Data Linkage Project.

Accomplishments: (to be updated annually)

Project Name	Develop Roadmap and Timeline for Interfaces with the Crash System						
Priority (select one)							Low
Status (select one)	Proposed						
Lead Agency	Michigan State Police						
Project Description/Purpose	Develop a roadmap and timeline for establishing interfaces for the Citation/Adjudication System and the Injury Surveillance System, with the Crash System.						
Partners	OHSP, JDW, & MDHHS-EMS						
Performance Measure (select all that apply)						Integration	Accessibility
Website	None						
Project Director	Sydney Smith						
Address	333 S. Grand Ave.						
Phone	517-241-1750						
E-mail	Smiths57@michigan.gov						
Agency	MSP						
Impact/Results	Ability to access additional traffic records databases in efforts to analyze data and improve on traffic safety programming						
Start	10/1/15						
End	9/30/20						
Funding Source	405-c						
Cost	TBD						
Project Benchmarks	Established linkages between crash, citation/adjudication and injury surveillance systems						

Recommendation: 3 of 3

Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory

Deficiency Identified:

There are currently no quality control measures established for data managers and users for Uniformity, Integration, and Accessibility. In addition, Michigan does not currently include reviewing the narrative and diagram as part of the data acceptance process. This is only done when a crash is manually located.

Strategies:

Define and establish quality control measures for the areas of Uniformity, Integration, and Accessibility. Also, define and establish a quality control procedure to include a review of the narrative and diagram.

Accomplishments: (to be updated annually)

Project Name	Improve Crash Quality Control Measures						
Priority (select one)					Medium			
Status (select one)	Proposed							
Lead Agency	Michigan State Police						
Project Description/Purpose	Define and establish quality control measures for the areas of Uniformity, Integration, and Accessibility. In addition, incorporate a review of the narrative and diagram into the quality control procedure.						
Partners	MSP – CJIC Traffic Crash Reporting Unit (TCRU)						
Performance Measure (select all that apply)		Accuracy	Completeness	Uniformity	Integration	Accessibility	
Website	None						
Project Director	Sydney Smith						
Address	333 S. Grand Ave.						
Phone	517-241-1750						
E-mail	Smiths57@michigan.gov						
Agency	MSP						
Impact/Results	Improved quality of crash report narratives, diagrams, and coded contents						
Start	10/1/15						
End	9/30/20						
Funding Source	N/A						
Cost	N/A						
Project Benchmarks	Incorporation of quality control reviews in all aspects of the TCRS data acceptance process						

CITATION / ADJUDICATION

Recommendation: 1 of 3

Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

Citations and Adjudication systems do not adhere to the Functional Requirements Standards for Traffic Court Case Management, the NIEM Justice domain guidelines, the National Center for State Court guideline for court records, NHTSA's Model Impaired Driving Records Information System specifications, or use the Global Justice Reference Architecture.

Strategies:

Create an action plan to review these standards and determine their applicability for the potential implementation on existing systems

Accomplishments: (to be updated annually)

Project Name	National Standards for Citation and Adjudication systems						
Priority (select one)				Medium			
Status (select one)	Proposed						
Lead Agency	MSP-CJIC						
Project Description/Purpose	Implementation of National Standards for existing Citation and Adjudication Systems						
Partners	MSP, Local Law enforcement, Courts , and Vendors that support each						
Performance Measure (select all that apply)		Accuracy	Completeness	Uniformity			
Website							
Project Director	Sydney Smith						
Address	333 South Grand Avenue, Lansing, MI 48933						
Phone	517-241-1750						
E-mail	Smiths57@michigan.gov						
Agency	Michigan State Police – Criminal Justice Information Center						
Impact/Results	Create a consideration or recommendation for Michigan to consider implementing a central repository for all citation data, not just adjudicated data.						
Start	03/01/2016						
End	09/30/2020						
Funding Source	TBD						
Cost	TBD						
Project Benchmarks	Documented recommendation for Michigan to proceed with a statewide citation repository.						

Recommendation: 2 of 3

Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

For citations, there is no statewide tracking system or data dictionary. Therefore, not all fields are clearly defined and represented in field data collection manual, training materials, coding manuals and corresponding reports. There is no indication about what data fields are populated through interface linkages with other traffic records system components.

For Case Management Systems, only one data dictionary of the 7 case management systems partially defines the fields in the system and does not identify the data elements populated by interface linkages.

Strategies:

Create an action plan that will detail the steps necessary to provide the data dictionary documentation as outlined and required in the Traffic Records Program Assessment Advisory.

Accomplishments: (to be updated annually)

Project Name	Citations and Adjudication Data Dictionaries						
Priority (select one)				Medium			
Status (select one)	Proposed						
Lead Agency	MSP-CJIC						
Project Description/Purpose	Obtain Data Dictionaries from Systems supporting Law Enforcement and Courts for Citations and Adjudication						
Partners	MSP, Local Law enforcement. Courts , Vendors that support each						
Performance Measure (select all that apply)		Accuracy	Completeness		Integration		
Website							
Project Director	Sydney Smith						
Address	333 South Grand Avenue, Lansing, MI 48933						
Phone	517-241-1750						
E-mail	Smiths57@michigan.gov						
Agency	Michigan State Police – Criminal Justice Information Center						
Impact/Results	Create a consideration or recommendation for Michigan to consider providing data dictionary documentation						
Start	03/01/2016						
End	09/30/2020						
Funding Source	TBD						
Cost	TBD						
Project Benchmarks	Documented recommendation for Michigan to proceed with data dictionary documentation.						

Recommendation: 3 of 3

Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

There is no set of established performance measures for the timeliness, accuracy, completeness, uniformity, integration and accessibility for both citation and adjudication systems.

Strategies:

Create an action plan that will detail the steps necessary to establish and implement performance measures as outlined and required in the Traffic Records Program Assessment Advisory

Accomplishments: (to be updated annually)

Project Name	Citations and Adjudication Performance Measures						
Priority (select one)				Medium			
Status (select one)	Proposed						
Lead Agency	MSP-CJIC						
Project Description/Purpose	Performance Measures for Citation and Adjudication systems						
Partners	MSP, Local Law enforcement and Courts						
Performance Measure (select all that apply)		Accuracy	Completeness	Uniformity			
Website							
Project Director	Sydney Smith						
Address	333 South Grand Avenue, Lansing, MI 48933						
Phone	517-241-1750						
E-mail	Smiths57@michigan.gov						
Agency	Michigan State Police – Criminal Justice Information Center						
Impact/Results	Create a consideration or recommendation for Michigan to establishing and implementing performance measures for the citation/adjudication traffic records systems.						
Start	03/01/2016						
End	09/30/2020						
Funding Source	TBD						
Cost	TBD						
Project Benchmarks	Documented recommendation for Michigan to establish and implement performance measures for citation/adjudication traffic records systems						

VEHICLE

Recommendation: **1 of 2**

Improve the applicable guidelines for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

The State of Michigan does not participate in the National Motor Vehicle Title Information System (MVTIS) real-time or Performance Registration System and Management (PRISM).

Strategies:

To consider becoming a NMVTIS real-time and PRISM participant.

Accomplishments: (to be updated annually)

Project 1 Name	NMVTIS Real-Time						
Priority (select one)							Low
Status (select one)	Proposed						
Lead Agency	Michigan Department of State						
Project Description/Purpose	Enable NMVTIS real-time (currently a batch process) to provide title brand information and stolen vehicle indicators (currently available through the Law Enforcement Information Network - LEIN) to other States, which will allow the system to be queried and data provided before the issuance of a new title.						
Partners	AAMVA, MSP, and DTMB						
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility	
Website							
Project Director	John Harris						
Address	7064 Crowner Drive, Lansing, MI 48918						
Phone	517-322-1553						
E-mail	HarrisJ2@michigan.gov						
Agency	Michigan Department of State						
Impact/Results	Will provide for greater speed and accuracy of data.						
Start	6/1/15						
End	6/3/20						
Funding Source	Federal Grants						
Cost	Undetermined						
Project Benchmarks	Identify funding; Obtaining funding; Determine resources; Develop project plan; Testing; Implementation						

Project 2 Name	PRISM							
Priority (select one)								Low
Status (select one)	Proposed							
Lead Agency	Michigan Department of State							
Project Description/Purpose	Become an active participant in the Performance Registration System and Management (PRISM) program, a Federal-State partnership that identifies motor carriers with deficient safety records and ties carrier safety to vehicle registration.							
Partners	AAMVA, MSP, and DTMB							
Performance Measure (select all that apply)	Timeliness		Accuracy	Completeness		Uniformity	Integration	Accessibility
Website								
Project Director	John Harris							
Address	7064 Crowner Drive, Lansing, MI 48918							
Phone	517-322-1553							
E-mail	HarrisJ2@michigan.gov							
Agency	Michigan Department of State							
Impact/Results	Will provide for greater speed and accuracy of data.							
Start	6/1/15							
End	6/1/20							
Funding Source	Federal Grants							
Cost	Undetermined							
Project Benchmarks	Identify funding; Obtaining funding; Determine resources; Develop project plan; Testing; Implementation							

Recommendation: 2 of 2

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

Based upon the Model Performance Measure for State Traffic Records Systems, the state feels that we are compliant at a high level.

Strategies:

N/A

Accomplishments: (to be updated annually)

Project Name	None					
Priority (select one)	High		Medium			Low
Status (select one)	Proposed	Planned		Active	Completed	
Lead Agency						
Project Description/Purpose						
Partners						
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Website						
Project Director						
Address						
Phone						
E-mail						
Agency						
Impact/Results						
Start						
End						
Funding Source						
Cost						
Project Benchmarks						

DRIVER

Recommendation: 1 of 3

Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

The MDOS driver system has linkages to the systems referenced below, but they are not real time – they are batch processes.

Strategies:

Plans are underway to review and determine the feasibility of enhancing the linkages in a multi-agency project

Accomplishments: (to be updated annually)

Business requirements and inter-agency fact finding has begun (2015)

Project Name	Update/Enhance Driver Data Systems Linkages with Crash, Driving Under the Influence (DUI), and Citation Systems						
Priority (select one)					Medium		
Status (select one)	Proposed						
Lead Agency	Michigan Department of State						
Project Description/Purpose	The driver data system ensures that each person licensed to drive has one identity, once license to drive, and one record. Custodial responsibility for the driver system resides in a single location, generally the State Department or Division of Motor Vehicles. The driver system maintains information on all out-of-State or unlicensed drivers convicted of traffic violations within the State's boundaries. The driver system maintains driver identities, histories, and licensing information for all records in the system. The driver system should be linked to the crash data system, the DUI data system, and the citation and adjudication systems (for both original charges and the final dispositions of all traffic citations).						
Partners	MSP, Courts, and DTMB						
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility	
Website							
Project Director	John W. Harris						
Address	7064 Crowner Drive, Lansing, MI 48918						
Phone	517-322-1553						
E-mail	Harrisj2@michigan.gov						
Agency	Michigan Department of State						
Impact/Results	Linkage will provide for greater speed and accuracy in analysis of data.						
Start	6/1/15						
End	6/1/20						
Funding Source	Grants						
Cost	Indeterminate at this time						
Project Benchmarks	TBD						

Recommendation: 2 of 3

Improve the interfaces with the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

Report states that MDOS does not have the capability to grant law enforcement access to information in the driver system.

Strategies:

MDOS will review ways to better reflect that access is given to law enforcement.

Accomplishments: (to be updated annually)

Project Name	Driver Data System Interfaces						
Priority (select one)				Medium			
Status (select one)	Proposed						
Lead Agency	Michigan Department of State						
Project Description/Purpose	The driver system interfaces with other traffic records systems to enhance data quality and support the driver system's critical business processes. System interface describes a timely, seamless relationship and a high degree of interoperability between systems. Custodians of the driver system maintain the capability to grant authorized law enforcement, court, and other State users access to information within the driver system. Productive linkages between the driver system and other traffic records components are dependent upon explicitly defined linking variable that ensure more accurate and up-to-date information.						
Partners	MSP (Crash), Courts (Citation data), and DTMB						
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility	
Website							
Project Director	John W. Harris						
Address	7064 Crowner Drive, Lansing, MI 48918						
Phone	517-322-1553						
E-mail	Harrisj2@michigan.gov						
Agency	Michigan Department of State						
Impact/Results	Improve the degree of inter-operability of the interfaces of driver, crash, and citation.						
Start	6/1/15						
End	6/1/20						
Funding Source	Grants						
Cost	Indeterminate at this time						
Project Benchmarks	TBD						

Recommendation: 3 of 3

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

Undefined performance metrics that can be used by end users to overall record quality.
No data quality reports given to TRCC.

Strategies:

Review the Quality Control Measures and develop metrics that are useful to end users.
Develop reports that are useful to be given to TRCC.   .

Accomplishments: (to be updated annually)

Project Name	Driver Data Quality Control Programs							
Priority (select one)					Medium			
Status (select one)	Proposed							
Lead Agency	Michigan Department of State							
Project Description/Purpose	A formal, comprehensive driver data quality management program's review protocols cover the entire process—the collection, submission, processing, posting, and maintenance of driver data. Automated edit checks and validation rules that ensure entered data falls within the range of acceptable values and is logically consistent between other fields. Edit checks are applied when data is added to the record.							
Partners	MDOS Internal Users, MSP, MDOT, and DTMB							
Performance Measure (select all that apply)	Timeliness		Accuracy	Completeness	Uniformity			Accessibility
Website								
Project Director	John W. Harris							
Address	7064 Crowner Dr Lansing MI 48918							
Phone	517/322-1553							
E-mail	Harrisj2@michigan.gov							
Agency	Michigan Department of State							
Impact/Results	This will allow for better review of the accuracy and timeliness of the data sent to MDOS and shared with our record partners. It will determine benchmarks and allow for review based on those benchmarks.							
Start	6/1/15							
End	6/1/20							
Funding Source	Grants							
Cost	Indeterminate at this time							
Project Benchmarks	TBD							

INJURY SURVEILLANCE

Recommendation: 1 of 3

Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

Michigan's Injury Surveillance data systems do not currently incorporate critical databases, such as EMS data, Emergency Department data, Trauma Registry data, and Rehabilitation data.

Strategies:

Work to incorporate these data sets into Michigan's overall Injury Surveillance data system

Accomplishments: (to be updated annually)

Project Name	Injury Surveillance Data Sets Improvement						
Priority (select one)				Medium			
Status (select one)	Proposed						
Lead Agency	MDHHS – EMS Office						
Project Description/Purpose	Develop a plan to improve descriptions and contents of Injury Surveillance traffic records data systems						
Partners	MDHHS, WMU, & MHA						
Performance Measure (select all that apply)			Completeness		Integration	Accessibility	
Website							
Project Director	TBD						
Address							
Phone							
E-mail							
Agency							
Impact/Results	More complete and accessible injury surveillance traffic records data system						
Start	10/1/15						
End	9/30/20						
Funding Source	TBD						
Cost	TBD						
Project Benchmarks	The number of injury surveillance data systems with improved descriptions and contents.						

Recommendation: 2 of 3

Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

There is no interface between the various components of the Injury Surveillance system or with the traffic records systems.

Strategies:

Work with TRCC Data Linkage Workgroup to develop interfaces between the traffic records and Injury Surveillance systems

Accomplishments: (to be updated annually)

Project Name	Injury Surveillance Systems Data Linkage						
Priority (select one)					Medium		
Status (select one)	Proposed						
Lead Agency	MSP						
Project Description/Purpose	Work to integrate the Injury Surveillance system databases with the traffic records databases.						
Partners	MSP & MDHHS						
Performance Measure (select all that apply)			Completeness			Integration	Accessibility
Website							
Project Director	Alicia Sledge						
Address	333 South Grand Avenue, Lansing, MI 48933						
Phone	(517) 241-1505						
E-mail	sledgea@michigan.gov						
Agency	OHSP						
Impact/Results	Improved integration of injury surveillance databases and traffic records databases						
Start	10/1/15						
End	9/30/20						
Funding Source	TBD						
Cost	TBD						
Project Benchmarks	The number of injury surveillance systems integrated with traffic records systems						

Recommendation: 3 of 3

Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

Quality control reviews may be performed at the local or regional level but there are no standard procedures in place for this process.

Strategies:

Develop a plan to improve and standardize injury surveillance systems' data quality control at the local, regional, and state levels

Accomplishments: (to be updated annually)

Project Name	Injury Surveillance Data Quality Improvement					
Priority (select one)			Medium			
Status (select one)	Proposed					
Lead Agency	MDHHS					
Project Description/Purpose	Develop a plan to improve and standardize injury surveillance systems' data quality control at the local, regional, and state levels					
Partners	MDHHS, MHA, MCA					
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Website						
Project Director	TBD					
Address						
Phone						
E-mail						
Agency						
Impact/Results	Increased Injury Surveillance systems with established data quality control performance measures					
Start	10/1/15					
End	9/30/16					
Funding Source	TBD					
Cost	TBD					
Project Benchmarks	The number of established Injury Surveillance system performance measures					

ROADWAY

Recommendation: 1 of 2

Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

There does not currently exist a formal set of guidelines for the collection of roadway data that reflects the elements in the Model Inventory of Roadway Elements (MIRE) or MIRE Fundamental Data Elements (FDE) for all public roads.

Strategies:

Create awareness with the Transportation Asset Management Council (TAMC) of the importance and benefits of the collection of MIRE on all public roads, in particular the FDE. The TAMC was established to expand the practice of asset management statewide to enhance the productivity of investing in Michigan's roads and bridges. Part of the TAMC's mission is to collect physical inventory and condition data on all roads and bridges in Michigan. TAMC is a legislated body of representatives from agencies who own roads or are responsible for road funding that coordinate:

- o   The collection of the condition of federal-aid eligible roads and bridges
- o   The collection of asset investment data
- o   The reporting of the collected data and analysis to the Legislature and State Transportation Commission

Accomplishments: (to be updated annually)

Project Name	MIRE Data Collection						
Priority (select one)	High						
Status (select one)	Proposed						
Lead Agency	Michigan Department of Transportation (Traffic and Safety)						
Project Description/Purpose	MIRE and MIRE FDE awareness						
Partners	TAMC, DTMB, LTAP (Roadsoft)						
Performance Measure (select all that apply)						Integration	Accessibility
Website	TAMC http://tamc.mcgi.state.mi.us/MITRP/Council/Default_Council.aspx MIRE http://www.mireinfo.org/about.html						
Project Director	Mark Bott						
Address	425 W. Ottawa St.						
Phone	517-335-2625						
E-mail	bottm@michigan.gov						
Agency	Michigan Department of Transportation						
Impact/Results	FDE will be identified by the TAMC as being critical assets management data elements to be reported as collected data.						
Start	4/1/15						
End	12/31/16						
Funding Source	N/A						
Cost	N/A						
Project Benchmarks	Achieve increasing percentiles of MIRE and MIRE FDE Elements collected per National Functional Classification for all public roads over the next five years.						

Recommendation: 2 of 2

Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

There currently does not exist a formal process for quality control on the back-end of the roadway data system.

Strategies:

Collaborate with statewide partners and lead discussion on determining necessary metrics on performance measures and how to collect and achieve the values with regard to data errors, data sharing, timeliness, accuracy, completeness, uniformity, integration and accessibility of available information.

Accomplishments: (to be updated annually)

Project Name	Michigan Statewide Roadway Data Performance Measures					
Priority (select one)	High					
Status (select one)	Proposed					
Lead Agency	Michigan Department of Transportation					
Project Description/Purpose	Work with data partners to determine and develop performance measures and processes for measuring data errors, data sharing, timeliness, accuracy, completeness, uniformity, integration and accessibility of available information.					
Partners	DTMB, DTMB(CSS), LTAP (Roadsoft), TAMP, TAMS, TAMC, TDMS, MSP					
Performance Measure (select all that apply)	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Website	http://www.michigan.gov/mdot/					
Project Director	Mark Bott					
Address	425 W. Ottawa St.					
Phone	517-335-2625					
E-mail	bottm@michigan.gov					
Agency	Michigan Department of Transportation					
Impact/Results	Development and use of performance measures will allow each agency to be able to set goals to address needs respectively.					
Start	4/1/15					
End	9/30/20					
Funding Source						
Cost	TBD					
Project Benchmarks	Produce a formal quality report on Trunkline Freeways – *Short-Term Benchmark* Produce a formal quality report on Trunkline Urban Routes – *Short/Mid-Term Benchmark* Produce a formal quality report on Trunkline Rural Routes – *Mid-Term Benchmark* Produce a formal quality report on Federal-Aid Roads- *Mid/Long-Term Benchmark* Produce a formal quality report on all public roads- *Long-Term Benchmark*					

DATA USE & INTEGRATION

Recommendation: 1 of 1

Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Deficiency Identified:

There is limited integration amongst the various traffic records databases

Strategies:

Establish a Data Linkage/Integration system between the various TRCC traffic records databases

Accomplishments: (to be updated annually)

Project Name	Traffic Records Data Linkage/Integration						
Priority (select one)	High						
Status (select one)					Active			
Lead Agency	Office of Highway Safety Planning						
Project Description/Purpose	The Data Linkage Workgroup will continue to work with the DTMB Project Facilitator to establish data linkage between the various TRCC traffic records databases						
Partners	MSP, MDOS, MDOT, SCAO, MDHHS, DTMB						
Performance Measure (select all that apply)			Completeness			Integration	Accessibility
Website	www.michigan.gov/ohsp						
Project Director	Alicia Sledge						
Address	333 South Grand Avenue, Lansing, MI 48933						
Phone	(517) 241-1505						
E-mail	sledgea@michigan.gov						
Agency	Office of Highway Safety Planning (OHSP)						
Impact/Results	Access to linked traffic records databases for problem identification and countermeasure development						
Start	10/1/15						
End	9/30/20						
Funding Source	NHTSA 405-c funding						
Cost	$2,000,000 (estimated)						
Project Benchmarks	The number of traffic records databases linked and accessible						

Consideration: 1 of 5
Have a readily-available list of potential projects to facilitate the use of or application for awards of grants that involve databases which make up the traffic records system

Deficiency Identified:
Limiting the project list to only grant funded projects decreases the TRCC's focus on the overall goals of the TRCC Strategic Plan

Strategies:
Develop and update annually a list of all recommended projects identified in the TRCC Strategic Plan

Accomplishments (to be updated annually):

Project Name	TRCC Strategic Plan Comprehensive Project List					
Priority	High					
Status				Active		
Lead Agency	OHSP					
Project Description/Purpose	Develop and update annually a list of all recommended projects identified in the TRCC Strategic Plan					
Partners	MSP – OHSP & CJIC, MDHHS, MDOT, MDOS, MDTMB, & SCAO					
Performance Measure	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Website	http://www.michigan.gov/msp/0,1607,7-123-1593_3504_41646-145631--,00.html					
Project Director	Alicia Sledge					
Address	333 South Grand Avenue, Lansing, MI 48933					
Phone	517-241-1505					
E-mail	sledgea@michigan.gov					
Agency	Office of Highway Safety Planning					
Impact/Results	The TRCC would be able to broaden its focus to the overall TRCC Strategic Plan recommendations					
Start	On-going					
End	On-going					
Funding Source	NHTSA Section 405-c funding					
Cost	Varied based on funding availability and project funding needs					
Project Benchmarks	Increase TRCC's ability to quickly identify ready projects when resources become available					

Consideration: 2 of 5
Michigan should continue to focus on a comprehensive Traffic Records Inventory

Deficiency Identified:
Michigan does not currently have a comprehensive Traffic Records Inventory

Strategies:
Develop a comprehensive Traffic Records Inventory as part of the Data Linkage Project

Accomplishments (to be updated annually):

Project Name	Traffic Records Inventory							
Priority					Medium			
Status					Active			
Lead Agency	OHSP							
Project Description/Purpose	Develop a comprehensive Traffic Records Inventory as part of the Data Linkage Project							
Partners	MSP – OHSP & CJIC, MDHHS, MDOT, MDOS, MDTMB, & SCAO							
Performance Measure				Completeness			Integration	
Website	http://www.michigan.gov/msp/0,1607,7-123-1593_3504_41646-145631--,00.html							
Project Director	Alicia Sledge							
Address	333 South Grand Avenue, Lansing, MI 48933							
Phone	517-241-1505							
E-mail	sledgea@michigan.gov							
Agency	Office of Highway Safety Planning							
Impact/Results	A Traffic Records Inventory would provide full knowledge and understanding of the data, its uses, the circumstances of its collections and its accessibility which encourages interactions between data analysts and users from various agencies							
Start	10/1/15							
End	9/30/20							
Funding Source	NHTSA Section 405-c funding							
Cost	TBD – should be absorbed within the costs of the Data Linkage Project							
Project Benchmarks	The number of agencies with data incorporated into the Traffic Records Inventory							

Consideration: 3 of 5

Representatives from all aspects of the Injury Surveillance System (ISS) should be included on the TRCC

Deficiency Identified:

The entire ISS is represented by only one of the five involved systems – Emergency Medical Services

Strategies:

Representatives for the emergency department, trauma registry, hospital discharge, rehabilitation, and vital records, if necessary will be invited to become a member of the TRCC technical committee

Accomplishments (to be updated annually):

Project Name	Injury Surveillance System Representation on the TRCC						
Priority				Medium			
Status			Planned				
Lead Agency	OHSP						
Project Description/Purpose	Incorporation additional Injury Surveillance System staff on the TRCC to garner support for the optimal collection and use of data						
Partners	MDHHS & Michigan Health & Hospital Association (MHA)						
Performance Measure				Completeness		Integration	
Website	www.michigan.gov/ohsp						
Project Director	Alicia Sledge						
Address	333 South Grand Avenue, Lansing, MI 48933						
Phone	(517) 241-1505						
E-mail	sledgea@michigan.gov						
Agency	OHSP						
Impact/Results	Gain support for optimal collection and use of injury surveillance system data						
Start	10/1/15						
End	9/30/20						
Funding Source	N/A						
Cost	N/A						
Project Benchmarks	The number of ISS agencies involved in the TRCC						

Consideration: 4 of 5

Conduct a training needs assessment to ascertain any aspect of the Traffic Records System for which TRCC members feel they need additional training

Deficiency Identified:

There does not seem to be a TRCC focus beyond crash data training

Strategies:

Conduct an assessment on the Traffic Records System training needs of the TRCC

Accomplishments (to be updated annually):

Project Name	TRCC Traffic Records System Training Needs Assessment							
Priority								Low
Status	Proposed							
Lead Agency	OHSP							
Project Description/Purpose	Conduct an assessment on the Traffic Records System training needs of the TRCC							
Partners	MSP – OHSP & CJIC, MDHHS, MDOT, MDOS, MDTMB, & SCAO							
Performance Measure	Timeliness		Accuracy	Completeness				Accessibility
Website	www.michigan.gov/ohsp							
Project Director	Alicia Sledge							
Address	333 South Grand Avenue, Lansing, MI 48933							
Phone	(517) 241-1505							
E-mail	sledgea@michigan.gov							
Agency	OHSP							
Impact/Results								
Start	10/1/15							
End	9/30/20							
Funding Source	TBD							
Cost	TBD							
Project Benchmarks	The Traffic Records System trainings provided based on the results of the TRCC training assessment							

Consideration: 5 of 5
Ensure all components of the Traffic Records System establish performance measures

Deficiency Identified:
Performance measures do not currently exist for every data attribute (timeliness, accuracy, completeness, uniformity, integration, and accessibility) in every Traffic Records System

Strategies:
Assist each TRCC agency with establishing performance measures for each data attribute

Accomplishments (to be updated annually):

Project Name	Traffic Records System Performance Measures Development					
Priority	High					
Status	Proposed					
Lead Agency	OHSP					
Project Description/Purpose	Establish traffic records data attribute performance measures for each TRCC agency					
Partners	MSP – OHSP & CJIC, MDHHS, MDOT, MDOS, MDTMB, & SCAO					
Performance Measure	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Website	www.michigan.gov/ohsp					
Project Director	Alicia Sledge					
Address	333 South Grand Avenue, Lansing, MI 48933					
Phone	(517) 241-1505					
E-mail	sledgea@michigan.gov					
Agency	OHSP					
Impact/Results	Ensures data quality and focus on data improvements by setting goals which demonstrate effects of projects, legislation, and policy shifts, as well as provide justification for funding, legislative, and staffing needs					
Start	10/1/15					
End	9/30/17					
Funding Source	TBD					
Cost	TBD					
Project Benchmarks	The number of performance measures established and actively measured by each TRCC agency					

Consideration: 1 of 2

Establish a separate section within the TRCC Strategic Plan for completed projects for historical purposes

Deficiency Identified:

All projects (proposed, planned, active, and completed) are intertwined in the TRCC Strategic Plan which makes it difficult to monitor only active projects

Strategies:

Develop a section near the end of the strategic plan where completed projects will be placed

Accomplishments (to be updated annually):

Project Name	TRCC Strategic Plan Completed Projects						
Priority							Low
Status			Planned				
Lead Agency	OHSP						
Project Description/Purpose	Develop a section near the end of the strategic plan where completed projects will be placed						
Partners	MSP – OHSP & CJIC, MDHHS, MDOT, MDOS, MDTMB, & SCAO						
Performance Measure			Completeness				
Website	http://www.michigan.gov/msp/0,1607,7-123-1593_3504_41646-145631--,00.html						
Project Director	Alicia Sledge						
Address	333 South Grand Avenue, Lansing, MI 48933						
Phone	517-241-1505						
E-mail	sledgea@michigan.gov						
Agency	Office of Highway Safety Planning						
Impact/Results	Completed projects can be viewed more easily for historical purposes						
Start	10/1/15						
End	9/30/20						
Funding Source	N/A						
Cost	N/A						
Project Benchmarks	The number of completed projects moved to this section of the TRCC Strategic Plan						

Consideration: 2 of 2
Create a matrix of performance measures for each TRCC Strategic Plan project

Deficiency Identified:
There is not a centralized location to view the performance measures of the various TRCC Strategic Plan projects

Strategies:
Develop a comprehensive performance measures matrix for the TRCC Strategic Plan projects

Accomplishments (to be updated annually):

Project Name	TRCC Strategic Plan Performance Measures Matrix							
Priority								Low
Status			Planned					
Lead Agency	OHSP							
Project Description/Purpose	Develop a comprehensive performance measures matrix for the TRCC Strategic Plan projects							
Partners	MSP – OHSP & CJIC, MDHHS, MDOT, MDOS, MDTMB, & SCAO							
Performance Measure				Completeness	Uniformity			
Website	http://www.michigan.gov/msp/0,1607,7-123-1593_3504_41646-145631--,00.html							
Project Director	Alicia Sledge							
Address	333 South Grand Avenue, Lansing, MI 48933							
Phone	517-241-1505							
E-mail	sledgea@michigan.gov							
Agency	Office of Highway Safety Planning							
Impact/Results	Performance measures matrix can readily show outcomes expected and measures to gauge the success							
Start	10/1/15							
End	9/30/17							
Funding Source	N/A							
Cost	N/A							
Project Benchmarks	The number of performance measures included in the matrix for each TRCC Strategic Plan project							

FY2016 Traffic Records Priority Projects

Project Name	Area	Funding Amount
TCRS Modernization w/UD-10 Redesign	Crash	$150,000*
Traffic Records Data Linkage Project	All	$100,000*
UD-10 Training Support	Crash	$50,000
Crash Locating Improvement Project (CLIP) – previously: TCMS Mapping/Locating Interface	Crash	$50,000
CLIP Vendor Incentive Funding	Crash	$300,000
UD-10 Paper Processing	Crash	$60,000
TCRS Website Redesign	Crash	$220,000
Advanced Pedestrian/Bicycle Crash Investigation Training	Crash	$20,000
Development of Roadsoft Software for Statewide Use	Crash and Roadway	$102,000
Michigan Traffic Crash Facts Website Enhancements	Crash and Roadway	$105,000
	TOTAL	**$1,157,000**

(*These are multi-year projects which were previously approved by the TRCC in FY13 – FY15. The totals listed above reflect the funding amounts requested for FY16 only.)

Project Title:
TCRS Modernization – UD10 Redesign

Which emphasis area will this project address?
(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)
Crash

Which traffic records data attribute(s) will this project improve (i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)?
Accuracy, Completeness, Uniformity, Integration

Background/Problem Statement:
1. The current crash system (TCRS) is a client/server application written in a sunset technology (PowerBuilder) that needs to be upgraded to an enterprise approved/supported technology.
2. The Crash Report form (UD-10 form) is significantly out-of-date in conforming to the federal standards - Model Minimum Uniform Crash Criteria (MMUCC).

This project would be a continuation of the project that was granted in the FY13, FY14 and FY15 Call for Projects. As of March 2015, the following project tasks have been completed:
1. The UD-10 Form, UD-10 Guide, and Electronic Crash Certification Guide have been revised and published.
2. All vendors have been engaged and are aware testing will begin on January 1, 2015.

3. Construction has started to build the TCRS application to a .NET platform. Modules will be released throughout the year and into 2015, with user testing being completed after each release.
4. Module 1-4 user testing has been completed.
5. One of the six vendors is expected to start testing early next month.

Impact Statement (What will happen if funding is not provided for this program? How will it improve the above traffic records data attribute?)
1. The TCRS Client/Server application will be at risk, starting January 1, 2016, when it will no longer be supported by DTMB.
2. Potential grant funding may be withheld by the National Highway Traffic Safety Administration (NHTSA) for traffic records improvement.

By making enhancements to the TCRS user interface, it will provide more accurate and complete data.

How will this strategy be achieved?
1. Year 1 (FY13): Redesign the UD10 form with participation by the Crash Data Users Group (CDUG) and representatives from MSA/MACP/MSP.
2. Year 2 (FY14): Redesign and start building the TCRS application to a .NET platform.
3. Year 3 (FY15): Continue building the TCRS application and work with electronic vendors through the certification process of their upgraded software.
4. Year 4 (FY16): Complete the project and implement the revised UD-10 form on January 1, 2016.

What performance measure will be used to evaluate the effectiveness of this strategy?
Adhering to the project timelines outlined for the FY16 year, with a successful implementation in January 2016. Consistent communication on the project's progress will continue with our traffic safety partners.

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc...)
$150,000
- FY13 - Year 1: $678,200
- FY14 - Year 2: $875,000
- FY15 - Year 3: $875,000
- FY16 - Year 4: $150,000

Contact person for this project (name, agency, phone, email)
Joe Silva, IT Project Coordinator,
MDOT, MDOS, DTMB IT Program Management Office
Email: silvaj3@michigan.gov
Phone: (517) 335-2975

Project Title:
Traffic Records Data Linkage Project

Which emphasis area will this project address?
(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)
ALL

Which traffic records data attribute(s) will this project improve (i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)?
Completeness, Integration, and Accessibility

Background/Problem Statement:
Based on the 2009 and 2015 NHTSA Traffic Records Assessment recommendations, as well as the FY16-FY20 TRCC strategic plan, the TRCC recognized the data linkage project was a priority. Federal funding was allocated in FY12–FY15 to develop a data linkage roadmap and plan of action between state agency traffic records databases.

The Data Linkage roadmap document was completed and presented to the TRCC in FY13. The Crash Process Redesign group has prioritized a list of traffic records data linkage projects which can be implemented over several years.

In FY2014, funding was requested to begin implementation data linkages. The funding requested was allocated for DTMB contractual costs to bring on a Project Manager to facilitate development of the data linkage amongst the participating state agencies. The funding would also support software development, testing and implementation of data linkages between the appropriate traffic records databases.

This proposal is requesting FY16 funding to continue with development and implementation of the data linkage project as described above.

Impact Statement (What will happen if funding is not provided for this program?)
If funding is not provided for this project, Michigan's traffic records databases will continue to operate in individual silos. This results in inefficient, delayed, and sometimes non-existent sharing of necessary traffic records to assist in problem identification of Michigan's traffic safety problems. Not going forward with the development of the data linkages project would also be a waste of funding already allocated for this purpose. The TRCC would also need to justify to NHTSA why this Traffic Records Assessment recommendation is not being addressed.

How will this strategy be achieved?
The DTMB Project Manager will work with the Data Linkage Workgroup to develop and implement data sharing solutions amongst the various state agencies with traffic crash data.

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc...)
$100,000 for DTMB contractual costs

Contact person for this project (name, agency, phone, email)
Alicia Sledge, OHSP, (517) 241-1505, sledgea@michigan.gov

Project Title:
UD-10 Training Support

Which emphasis area will this project address?
(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)
Crash

Which traffic records data attribute(s) will this project improve (i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)?
Timeliness, Accuracy, Completeness, Uniformity

Background/Problem Statement:
MSP/CJIC/Crash Unit is funding a UD-10 Trainer position. The UD-10 Trainer will need to provide training, in various mediums, to law enforcement agencies on the current UD-10 crash form, as well as on the revisions that will be made effective January 1, 2016.

The UD-10 Trainer will also provide specialized crash trainings to our traffic safety partners (i.e., MDOT, FHWA, NHTSA, FMCSA, TSC's, CRC's, etc.).

This project would be a continuation of the project that was granted in the FY15 Call for Projects. As of March 2015, the FY15 project has completed the following tasks:
1. Purchased 2,000 USB Flash Drives (loaded with UD-10 Manual, UD-10 Guide, Draft of Revised UD-10 Form and UD-10 Guide, etc.) - $11,600.00.
2. Created and purchased 1,000 training flyers on the 2016 UD-10 Revision. These flyers were mailed to each law enforcement agency - $388.35.
3. The UD-10 Trainer contacted the Michigan Railroad Association to initiate a re-write of their Railroad Manual on the portion relating to the UD-10 crash form.
4. The MI-Train modules are being finalized and will be ready to post on MI-Train in the fall of 2015.
5. UD-10 Trainer has conducted the following trainings: 5 Recruit Schools, 5 Traffic Safety Committees (TSC's), 16 Officer, 12 UD-10 Revision, 1 Civilian, and 2 Sessions at the Traffic Records Safety Summit for a total of just over 600 attendees.

Impact Statement (What will happen if funding is not provided for this program? How will it improve the above traffic records data attribute?)
The necessary UD-10 training for the crash form revisions will be limited and will not be as diversified as needed. The entire UD-10 training program will be limited as well. UD-10 training is imperative to ensure the timely, accurate, complete, and uniform entry of crash data.

How will this strategy be achieved?
By conducting various UD-10 trainings statewide (i.e., Recruit, Officer, Supervisor, Revision, etc.), along with creating MI-Train modules, we will be able to provide excellent training materials.

What performance measure will be used to evaluate the effectiveness of this strategy?
This project will be evaluated by obtaining officer feedback through survey responses. In addition, it is already a known fact that Police Academies are extremely appreciative of having the UD-10 manual presented to their recruits. Many are not electronically connected yet and have no other means.

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc...)
$50,000
- Training Materials and Supplies
- Travel/registration for the UD-10 Trainer to attend the 2015 ATSIP Traffic Records Forum

Contact person for this project (name, agency, phone, email)
Sydney Smith
MSP/CJIC
(517) 241-1750
smiths57@michigan.gov

Project Title:
Crash Location Improvement Project (CLIP) - (previously: TCMS Mapping Locating Interface)

Which emphasis area will this project address?
(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)
Crash

Which traffic records data attribute(s) will this project improve (i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)?
Accuracy, Completeness, Uniformity, Integration

Background/Problem Statement:
Currently, the Traffic Crash Reporting System (TCRS) attempts to locate crashes based on the officer's description. If the system cannot locate the crash, the Crash Unit technicians must locate the crashes manually. These methods leave room for inaccurate data and human error.

This project will complete the location interface that was created last fiscal year. Internal testing will need to be done to ensure the interface is working properly. Support from the vendor may be needed to work out any problems/concerns that may arise during this testing.

This project would be a continuation of the project that was granted in the FY15 Call for Projects. As of March, 2015, the FY15 project has completed the following tasks:
1. A meeting was held with the Center for Shared Solutions (CSS) to outline their timeline to create their portion of the interface.
2. A revised timeline for the project was created based on this meeting.
3. The CSS has delivered a URL to their development environment where they have created an interactive map to show case the Crash Service.

Impact Statement (What will happen if funding is not provided for this program? How will it improve the above traffic records data attribute?)
The location data within TCRS will continue to be located in the same manner today, allowing for officer and crash unit technician errors.

How will this strategy be achieved?
Within the development environment that CSS has created, unit staff will perform extensive testing internally. This testing will be performed to ensure the accuracy of the location data being returned – that it matches what is being returned today.

What performance measure will be used to evaluate the effectiveness of this strategy?
Testing documentation will be created and logged to ensure all areas of the mapping functionality are tested and we are receiving the expected outcome.

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc...)
$50,000

Support through testing:
- Vendor contractual services
- State contractual services
- State contractual services to develop official State specifications for the interface so these can be published for other state vendors
- Project Management services

Contact person for this project (name, agency, phone, email)
Sydney Smith
MSP/CJIC
(517) 241-1750
smiths57@michigan.gov

Project Title:
CLIP Vendor Incentive Funding

Which emphasis area will this project address?
(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)
Crash

Which traffic records data attribute(s) will this project improve (i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)?
Accuracy, Completeness, Uniformity, Integration

Background/Problem Statement:
Currently, the Traffic Crash Reporting System (TCRS) attempts to locate crashes based on the officer's description. If the system cannot locate the crash, the Crash Unit technicians must locate the crashes manually. These methods leave room for inaccurate data and human error.

This project would provide incentive funding for Michigan's electronic crash reporting vendors to implement the location interface that was created with the Crash Location Improvement Project (CLIP) (see above proposal).

Impact Statement (What will happen if funding is not provided for this program? How will it improve the above traffic records data attribute?)
If the vendors do not receive incentive funding to implement the location interface, then they may not choose to dedicate staff time to implement the interface into their crash program.

The location data within TCRS will continue to be located in the same manner today, allowing for officer and crash unit technician errors. In addition, the manual location process is extremely time consuming, and this time would free up unit staff to concentrate on other quality control initiatives.

How will this strategy be achieved?
An established funding award would be granted to each vendor to implement the location interface. The State would conduct certification testing on each vendor to ensure the interface is working properly and correct location data is being sent to the TCRS.

What performance measure will be used to evaluate the effectiveness of this strategy?
TCRS database certification testing will be performed on each vendor. This certification will validate the vendor has created and implemented the interface properly.

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc…)
$300,000

Incentive Funding for each vendor:
- $50,000 - VisionAir
- $50,000 - CLEMIS
- $50,000 - iyeTek (LexisNexis)
- $50,000 - New World
- $50,000 - OSSI (Sungard)
- $50,000 - Visual Statement

Contact person for this project (name, agency, phone, email)
Sydney Smith
MSP/CJIC
(517) 241-1750
smiths57@michigan.gov

Project Title:
UD-10 Paper Processing

Which emphasis area will this project address?
(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)
Crash

Which traffic records data attribute(s) will this project improve (i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)?
Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility

Background/Problem Statement:
The MSP/CJIC/Traffic Crash Reporting Unit has launched a multi-year project to modernize the crash database, as well as revise the crash form (UD-10). This project has identified the need to change the way we currently process paper crashes.

This project would be a continuation of the project that was granted in FY15. During the FY16 year, this project will be finished. The project vendor, Hyland, will implement the new paper processing solution.

Impact Statement (What will happen if funding is not provided for this program? How will it improve the above traffic records data attribute?)
Paper crash report processing would no longer be possible. We would lose the ability to capture paper crash data. By making the enhancements to the paper processing, improving software and necessary technology, all of the data attributes will be improved.

How will this strategy be achieved?
Hyland will complete revisions to their program and implement the solution in Michigan. The 'go live' implementation will require their travel to Michigan.

What performance measure will be used to evaluate the effectiveness of this strategy?
Extensive testing will be performed to ensure the program has all the revisions incorporated and that the program is performing as outlined and accurate crash data is being captured.

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc...)
$60,000
  • Hyland contractual costs to support the testing period
  • Hyland travel to Michigan to implement the solution and provide on-site support for the 'go live' transition.
  • System Administration training course provided by Hyland (2 people).

Contact person for this project (name, agency, phone, email)
Sydney Smith
MSP/CJIC
(517) 241-1750
smiths57@michigan.gov

Project Title:
TCRS Website Redesign

Which emphasis area will this project address?
(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)
Crash

Which traffic records data attribute(s) will this project improve (i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)?
Accessibility

Background/Problem Statement:
The Traffic Crash Reporting System (TCRS) web application was implemented in 2003. The web application was developed for use by law enforcement and research groups only; and houses a few reports, a mapping report, and the ability to view the original crash report (UD-10).
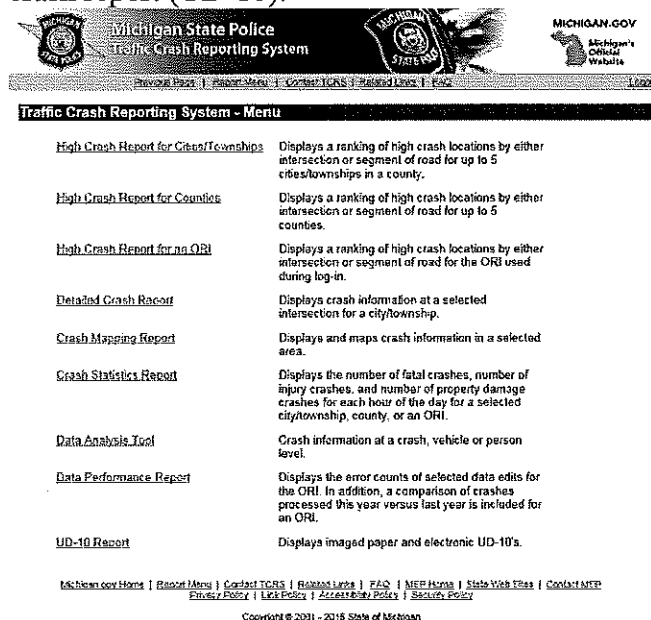
Background/Problem Statement (Cont.):
With the web application being approximately 12 years old, Michigan needs to improve the website for user groups, to allow for more reporting options, improved functionality, and mapping capabilities.

Impact Statement (What will happen if funding is not provided for this program? How will it improve the above traffic records data attribute?)
If this project is not funded, the TCRS website will continue to become outdated and will not be beneficial to the user groups. A website redesign is needed for Michigan to continue to provide current crash data accessibility to law enforcement and research groups.

How will this strategy be achieved?
The TCRS website redesign would be a phased project, covering multiple years. The first phase of the project will involve defining a State Technical Project Team. In addition, requirements for the redesign will be created. The State plans on inviting law enforcement from each discipline (MSP, County, and Local) and research group users to requirements gathering sessions. It will be critical to get user input on what is needed in the redesign. This effort is estimated at six (6) months and would not begin until about March 2016.

What performance measure will be used to evaluate the effectiveness of this strategy?
Continuous communication with the user group that is defined to ensure the website redesign meets everyone's needs and expectations. Communication will also be shared with other traffic safety partners (such as the Crash Data User Group members) to allow for additional input and idea sharing.

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc...)
$220,000
- State contractual services to support the State Technical Project Team

Contact person for this project (name, agency, phone, email)
Sydney Smith
MSP/CJIC
(517) 241-1750
smiths57@michigan.gov

Project Title:
Advanced Pedestrian/Bicycle Crash Investigation Training

Which emphasis area will this project address?
(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)
Crash

Background/Problem Statement:
Completeness of traffic records is a critical component of model traffic records systems. Education on the accurate reporting of traffic crash evidence helps to improve the crash data submitted by law enforcement agencies, which in turn results in better problem identification for traffic safety program planning.

This training teaches crash reconstructionists the latest methodologies of pedestrian/bicycle traffic crash investigation, with a concentrated focus on the analysis of the collision. The training will also consist of:
-   pedestrian/cyclists impact dynamics
-   effects of vehicle design on pedestrian/cyclist injuries and movement
-   analysis of impact speed in pedestrian/cyclists involved collisions
-   real world case analysis
-   crash testing to assist in the overall pedestrian/cyclist analysis

Impact Statement (What will happen if funding is not provided for this program?)
This national training program may not be available for presentation to Michigan law enforcement agencies without funding support. This would result in up to thirty (30) of Michigan traffic crash reconstructionists not receiving continuing education to improve their traffic crash reporting knowledge and accident reconstruction skillset.

How will this strategy be achieved?
This strategy would be achieved by working with the Traffic Improvement Association (TIA) of Michigan to coordinate a training course conducted by the Institute of Police Technology and Management (IPTM).

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc...)
$20,000 – ($17,000 contractual & $3,000 TIA indirect costs)

Contact person for this project (name, agency, phone, email)
Alicia Sledge
MSP-OHSP
(517) 241-1505
sledgea@michigan.gov

Project Title:
Development of Roadsoft for Statewide Use

Which emphasis area will this project address?
Crash and Roadway

Which traffic records data attribute(s) will this project improve (i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)?
Uniformity, Integration, & Accessibility

Background/Problem Statement:
- The current crash system housed at MDOT is a legacy program in need of replacement or redevelopment.
- The crash analysis system in use by the majority of local agencies within Michigan is Roadsoft which is developed by Michigan Tech University.
- Roadsoft is a GIS-based asset management tool that also houses a safety module.

Roadsoft allows a user to tie roadway features data (e.g. – culvert, pavement marking, signs, driveways, etc.) to crash data through a GIS platform that utilizes the Michigan Geographic Framework. MDOT has made the decision to develop the Roadsoft safety module for its own use. This will facilitate engineering data exchange with hundreds of agencies already using Roadsoft in Michigan.

Impact Statement (What will happen if funding is not provided for this program? How will it improve the above traffic records data attribute?)
Uniformity – The use of Roadsoft by MDOT will provide the opportunity for further inclusion of MIRE, and in particular MIRE FDE, for state trunklines. This effort would assist in addressing one of two roadway deficiencies identified in the Traffic Records Assessment: "There does not currently exist a formal set of guidelines for the collection of roadway data that reflects the elements in MIRE or MIRE FDE for all public roads."

Integration – The current process to tie a crash to a roadway feature is very cumbersome and quickly becomes limited by how many roadway features an analyst is reviewing. An analysis as simple as determining the impact of paved shoulder width on crashes is not easily accomplished currently. Connections between roadway data and crash within Roadsoft are only limited by the database type and availability. Once a database is integrated into Roadsoft, analysis can be done quickly and on the fly.

Accessibility – This project will result in nearly all engineering agencies within Michigan using the same software program for safety analysis. Responding to the requirements within MAP-21 and future legislation regarding safety performance measures will be much simpler and straightforward.

How will this strategy be achieved?
MTU is currently under contract. This request is to supplement the funding already in place for development and provide DTMB support for the contract. FY16 is the final year of project development.

What performance measure will be used to evaluate the effectiveness of this strategy?

Since this software program is already successfully being utilized within local agencies across Michigan, we propose the following performance measures:

1. Development of software per MDOT/DTMB business area requirements.
2. Installation of software on SOM network.
3. Traffic & Safety engineering use for FY22 engineering safety projects.

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc...)

DTMB Contractor: $51,792
SOM/DTMB Personnel: $49,436.40

Total amount requested: $101,228.40

Contact person for this project (name, agency, phone, email)

Tracie Leix, Project Manager
Michigan Department of Transportation
517-373-8950
Leixt@michigan.gov

Project Title:
Michigan Traffic Crash Facts Website Enhancements

Which emphasis area will this project address?
(i.e. Crash, Citation, Vehicle/Driver, EMS & Trauma Data, Roadway, TRCC, or MISC)
Crash and Roadway

Which traffic records data attribute(s) will this project improve (i.e. timeliness, accuracy, completeness, uniformity, integration, and accessibility)?
Accuracy and Accessibility

Background/Problem Statement:
Traffic safety individuals and agencies need access to traffic crash data to identify and analyze problems, implement countermeasures, and evaluate impact to improve safety on Michigan roadways. The Michigan Traffic Crash Facts Web site http://www.michigantrafficcrashfacts.org , updated annually, provides comprehensive traffic crash data. A data query tool was developed in 2006 to generate individualized reports and mapping capabilities. Customized county fact sheets were introduced in 2011. New facts sheets for MSP districts and posts, as well as Michigan's Prosperity Regions, cell phone use and seat belt use were developed in 2013.

In 2015, UMTRI began working on additional website enhancements to include a mobile-friendly site, a road segment filter, and updated graphics for the MTCF publications. This proposal would support continued development of the website enhancements.

Impact Statement (What will happen if funding is not provided for this program? How will it improve the above traffic records data attribute?)
Public traffic crash records data is essential to the traffic safety community in order to accurately identify traffic safety issues and effectively program limited traffic safety dollars for maximum impact. Failure to provide this information would severely limit the ability of the traffic safety community to conduct ongoing analysis and would reduce Michigan's eligibility to qualify for future federal traffic records funding.

How will this strategy be achieved?
The Michigan Traffic Crash Facts (MTCF) will be provided to users statewide. The 2015 Michigan TCF will be produced and posted at: **www.michigantrafficcrashfacts.org** . Enhancements and improvements to the data query tool will continue to be implemented.

What performance measure will be used to evaluate the effectiveness of this strategy?
An annual survey to gauge the effectiveness of the website will be conducted in Spring 2016.

Requested Funding Amount: (provide budget breakdown – personnel; contractual costs; supplies/operating; equipment; and indirect costs, etc...)
$105,000 to support the MTCF website enhancements

Contact person for this project (name, agency, phone, email)
Alicia Sledge, OHSP, (517) 241-1505, sledgea@michigan.gov

Appendix A

TRCC Charter

Mission
Improve the quality, timeliness and availability of crash related data, information and systems to enable stakeholders and partners to identify and resolve traffic safety issues

General Information
1. Include representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, and motor vehicle and driver licensing agencies, and motor carrier agencies.

2. The TRCC is an Action Team located under the Governors Traffic Safety Advisory Commission (GTSAC).

3. Provide a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.

4. Consider and coordinate the views of organizations in the State that are involved in the administration, collection, and use of highway safety data and traffic records systems.

5. Represent the interest of the agencies and organizations within the traffic records system to outside organizations.

6. Review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date.

7. Facilitate and coordinate the linkage of systems within the state, such as systems that contain crash related medical and economic data with traffic crash data.

8. Form sub-committees and action teams as appropriate.

9. The TRCC will not adopt any formal policy or rules intended to impose authority on any group, agency or individual.

10. Within the TRCC there shall exist an 'Executive Committee'.

11. The TRCC will keep the GTSAC apprised of TRCC activity, projects and/or accomplishments through reports at periodic GTSAC meetings.

12. Create and monitor a Traffic Records System Strategic Plan that:
   * addresses existing deficiencies in a State's highway safety data and traffic records system
   * specifies how deficiencies in the system were identified
   * prioritizes the needs and set goals for improving the system
   * identifies performance-based measures by which progress toward those goals will be determined
   * specifies how the State will use section 405-c and other funds of the State to address the needs and goals identified in its Strategic Plan.

Executive Committee
The 'Executive Committee' will be comprised of:
   ➤ Michigan Department of State Police
   ➤ Michigan Department of State
   ➤ Michigan Department of Transportation
   ➤ Michigan Department of Health and Human Services
   ➤ Michigan State Courts Administration Office
   ➤ Michigan Office of Highway Safety Planning
   ➤ Michigan Department of Technology, Management, & Budget

Each member shall have the authority to authorize changes of and/or expend agency funds to support the Michigan Traffic Records System.

The Executive Committee shall appoint a committee chair on a bi-annual basis who will serve as chair for both the Executive Committee and the general TRCC body.

Appendix B

Out of 391 assessment questions, Michigan met the Advisory ideal for 205 questions, or 52.4% of the time; partially met the Advisory ideal for 44 questions, or 11.3% of the time, and did not meet the Advisory ideal for 142 questions or 36.3% of the time.

As Figure 1 illustrates, within each assessment module, Michigan met the criteria outlined in the *Traffic Records Program Assessment Advisory* 89.5% of the time for Traffic Records Coordinating Committee Management, 100% of the time for Strategic Planning, 77.3% of the time for Crash, 61.5% of the time for Vehicle, 55.6% of the time for Driver, 39.5% of the time for Roadway, 29.6% of the time for Citation / Adjudication, 43.9% of the time for EMS / Injury Surveillance, and 30.8% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module

Meets Advisory ideal   Partially meets Advisory ideal   Does not meet Advisory ideal
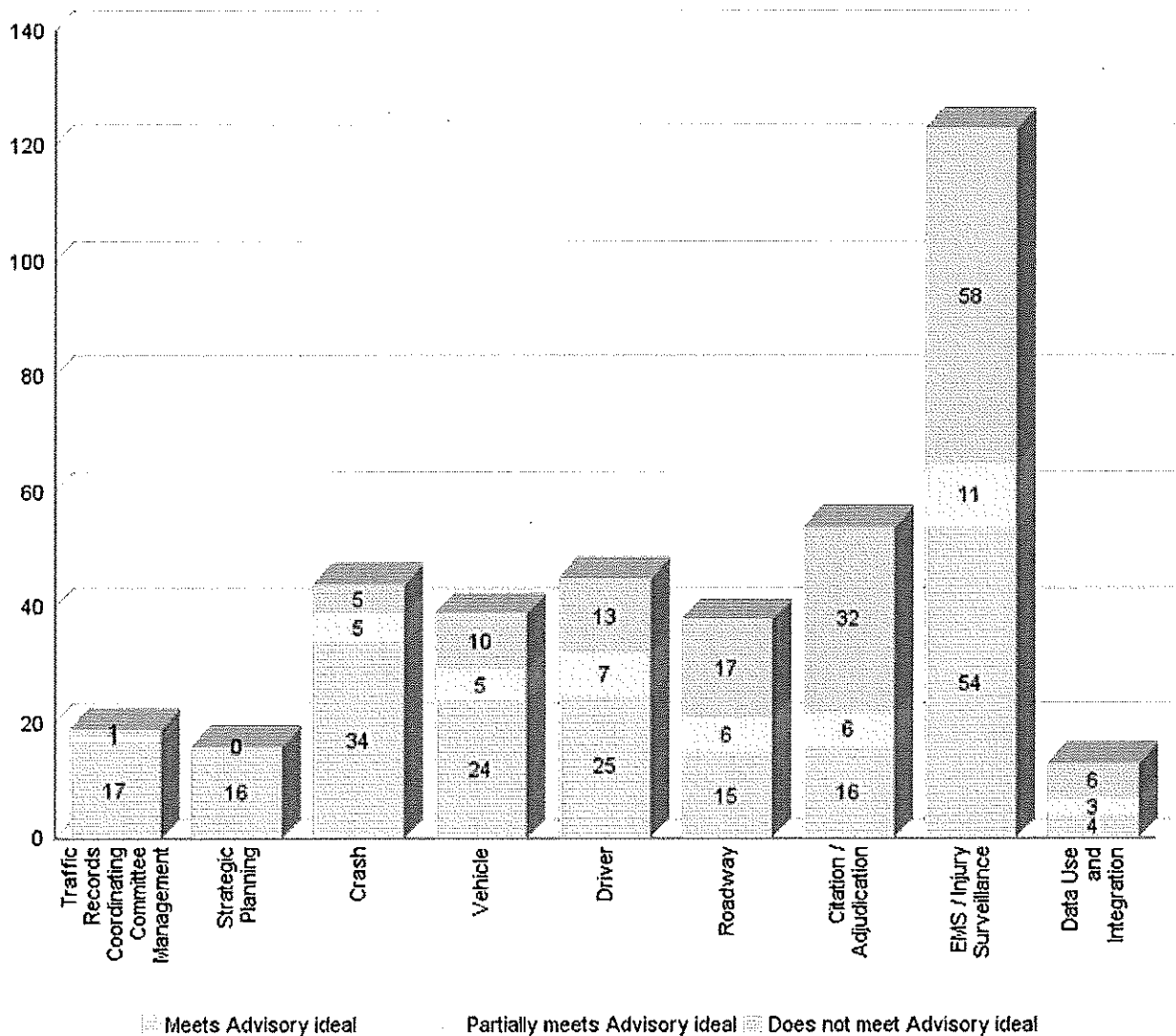
Figure 2: Assessment Section Ratings

	Crash	Vehicle	Driver	Roadway	Citation / Adjudication	EMS / Injury Surveillance
Description and Contents	100.0%	100.0%	66.7%	100.0%	52.6%	60.8%
Applicable Guidelines	100.0%	72.7%	100.0%	50.0%	64.9%	93.0%
Data Dictionaries	100.0%	100.0%	100.0%	70.0%	47.6%	83.3%
Procedures / Process Flow	83.3%	100.0%	94.1%	91.7%	63.0%	82.0%
Interfaces	73.3%	84.8%	66.7%	88.9%	81.0%	33.3%
Data Quality Control Programs	84.8%	57.7%	56.4%	40.3%	38.5%	56.9%
Overall	89.3%	77.6%	75.4%	66.7%	56.1%	66.1%

	Overall
Traffic Records Coordinating Committee Management	95.3%
Strategic Planning for the Traffic Records System	100.0%
Data Use and Integration	61.6%

Recommendations

Figure 2 shows the aggregate ratings by data system and assessment module. Each question's score is derived by multiplying its rank and rating (very important = 3, somewhat important = 2, and less important = 1; meets = 3, partially meets = 2, and does not meet = 1). The sum total for each module section is calculated based upon the individual question scores. Then, the percentage is calculated for each module section as follows:

$$Section\ average\ (\%) = \frac{Section\ sum\ total}{Section\ total\ possible}$$

The cells highlighted in red indicate the module sub-sections that scored below that data system's weighted average. The following priority recommendations are based on improving those module subsections with scores below the overall system score.

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to

> *"Include(s) a list of all recommendations from its most recent highway safety data and traffic records system assessment; identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and for recommendations that the State does not intend to implement, provides an explanation."*

Michigan can address the recommendations below by implementing changes to improve the ratings for the questions in those section modules with lower than average scores. Michigan can also apply for a NHTSA Traffic Records GO Team, for targeted technical assistance.

Crash Recommendations

Improve the procedures/ process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the applicable guidelines for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Citation / Adjudication Recommendations

Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

EMS / Injury Surveillance Recommendations

Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Appendix C

Acronym	Definition
AAMVA	American Association of Motor Vehicle Administrators
CFR	Code of Federal Regulations
CJIC	Criminal Justice Information Center
CMV	Commercial Motor Vehicle
CSS	Center for Shared Solutions
DAT	Data Action Team
DUI	Driving Under the Influence
EMS	Emergency Medical Services
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FY	Fiscal Year
GTSAC	Governor's Traffic Safety Advisory Commission
ISS	Injury Surveillance System
JDW	Judicial Data Warehouse
LEIN	Law Enforcement Information Network
LTAP	Local Technical Assistance Program
MCA	Medical Control Authority
MDHHS	Michigan Department of Health and Human Services (formerly Michigan Department of Community Health - MDCH)
MDOS	Michigan Department of State
MDOT	Michigan Department of Transportation
MDTMB	Michigan Department of Technology, Management, & Budget
MHA	Michigan Health & Hospital Association
MIRE-FDE	Model Inventory of Roadway Elements – Fundamental Data Elements
MOU	Memoranda of Understanding
MSP	Michigan Department of State Police
NHTSA	National Highway Transportation Research Administration
NIEM	National Information Exchange Model
NMVTIS	National Motor Vehicle Title Information System
OHSP	Office of Highway Safety Planning
PRISM	Performance Registration System and Management
SCAO	State Court Administrative Office
SEMCOG	Southeast Michigan Council of Governments
STRAP	State Traffic Records Assessment Program
TAMC	Transportation Asset Management Council
TAMP	Transportation Asset Management Plan
TAMS	Transportation Asset Management System
TBD	To Be Determined
TCRS	Traffic Crash Reporting System
TCRU	Traffic Crash Reporting Unit
TDMS	Traffic Data Management System
TRCC	Traffic Records Coordinating Committee
WMU	Western Michigan University

Appendix D

TRCC - Current Membership

Last	First	Dept.-Org	Email	Work Phone
Bott	Mark	MDOT	bottM@michigan.gov	517-335-2625
Bower	Katie	MSP-CJIC	bowerk@michigan.gov	517-241-1661
Bowman	Patrick	UMTRI	bowmanp@umich.edu	
Brinningstaull	Dawn	MSP-CJIC	brinningstaulld@michigan.gov	517-241-0421
Bruff	Tom	SEMCOG	bruff@semcog.org	313-324-3340
Bueter	Fred	MDOS	bueterf@michigan.gov	517-322-1934
Carlson	Scott	MSP-CJIC	Carlsons1@michigan.gov	517-241-1312
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Toth	Mike	MDOT	tothm@michigan.gov	517-241-7462
Wallace	John	FMCSA	John.Wallace@dot.gov	517-853-5993
Work	Dave	DTMB	workd@michigan.gov	517-241-4604
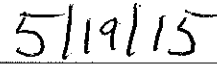
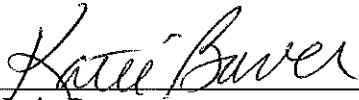Executive Committee = shaded rows – Revised 4/28/15

Appendix E

Signature Page

Mark Bott (signature)

Mark Bott
Michigan Department of Transportation

5/19/15
Date
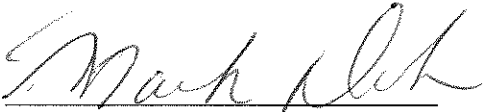
Katie Bower (signature)

Katie Bower
Michigan State Police – CJIC
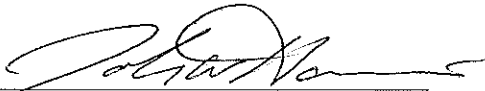
5/21/15
Date

Marcus Dobek (signature)

Marcus Dobek
State Court Administrative Office

5-18-2015
Date
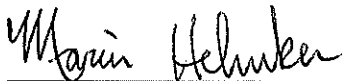
John Harris (signature)
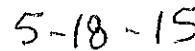
John Harris
Michigan Department of State of Michigan

6-1-15
Date
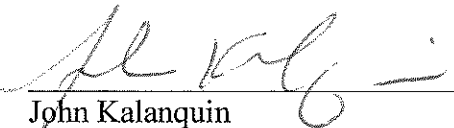
Marvin Helmker (signature)

Marvin Helmker
Michigan Department of Community Health

5-18-15
Date

John Kalanquin (signature)

John Kalanquin
Michigan Department of Technology,
Management, and Budget

5-13-2015
Date

Michael Prince (signature)

Michael Prince
Michigan State Police – OHSP

5-20-15
Date